



**CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
PACIFIC REGION
SAFETY
NEWSLETTER
OCT/NOV 2010
LT COL WALLY JAYNES, DEPUTY DIRECTOR OF SAFETY**

Are You a Good Safety Wingman?

Page 1 of 3

All branches of the Department of Defense, national sports teams, law enforcement, fire departments and other public safety organizations understand the importance of having a buddy system to ensure the safety and continuous support of members of their organizations. The Air Force calls their program “Wingman”. With the increase in personal injury incidents being recorded annually in CAP, especially involving Cadets at unit meetings and while participating at special activities, it might be time for everyone to take a serious step back and seriously consider the benefits of developing a “Wingman” type program to act as a safety buddy or guardian angel for each of us participating in CAP Activities.

If we all take a few extra minutes to watch out for unsafe conditions and unsafe acts before starting a CAP activity, the chances are we can drive the incidents of personal injury completely out of the program. For example when Cadets are performing activities such as drill, a “Wingman” would be anyone in the formation or on the sideline who steps forward to help a fellow Cadet member who might be in distress. It is as simple as reaching out and helping someone who becomes dizzy while standing at attention in formation. Military protocol does not require everyone to continue standing at attention and allowing a fellow Cadet to pass out and fall to the ground striking their head on a hard surface. The Military requires a good “Wingman” to step out of formation and help their fellow cadet sit down on the ground before they fall and are injured.

The same goes for having a second set of eyes looking for unsafe conditions in any CAP activity. Sometimes a team effort is the best practice when looking for and taking corrective action regarding the application of ORM safety practices. Part of being a member of CAP is to “Always be Vigilant”, lets consider adding the concept of being a “Wingman” to our safety culture.

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-----The following is reprinted from the FAA-----

Notice Number: NOTC2623 Safe Taxi Operations

Safety Team | Safer Skies Through EducationFAASafety.gov -
General Information "Airport Surface Deviation Safety Tip"

I think about the two scenarios:

1. It is a clear sunny day at your airport. You are taxiing out for a VFR flight to your favorite back country airstrip.
2. It is a cloudy, heavy overcast day with visibility near minimums. You are taxiing out for an IFR flight to your corporate headquarters 250 miles away.

Now thinking about these two scenarios, what is the common operational element in each?

If you said taxi operations, then yes, you are correct. But let’s think about both of these taxi operations for a minute. One is conducted on a beautiful clear day while the other is in very marginal conditions with the visibility near minimums.

Apart from basic operation of your aircraft, would you treat either taxi operation differently than the other even though one is in VFR conditions and the other in IFR conditions?

The FAA Safety Team hopes that you would not. The FAA Team wants to promote that taxi operations, either in VFR or IFR conditions are exactly the same. Your eyes and attention need to be on the task at hand. Taxiing your aircraft should be considered a 'VFR' operation regardless of the weather conditions. After all, you wouldn't drive your car in heavy fog while reading the newspaper would you? The same goes for taxi operations. You need to be alert to the taxiway/runway markings on the pavement; you need to pay attention to all the airport signage; you should not be reading the preflight checklist or programming your fancy electronic flight instruments, and you should not be talking on your cell phone.

Distractions in the cockpit during taxi lead to a large number of runway incursions. These runway incursions can be classified as a D or C where there is little chance of an incident; whereas a B or A runway incursion classification could lead to a catastrophic event. Remember, getting an A or a B in this class is not a good thing!

You are a pilot. You worked hard for your certificate. Up your game a little. Be a "professional" in your actions. Always use the sterile cockpit routine; preprogram all flight equipment prior to taxi; keep all chatter to a minimum or better yet none at all. Keep your eyes open and outside the cockpit and always follow any ATC instructions to the letter. Always write down taxi clearances and if you ever find yourself unsure of what to do or where you are, call ATC for clarification or progressive taxi instructions. Be safe, be a "Professional" and -- safe flying.



HAPPY HALLOWEEN

WAR STORIES

This is the first in a series of stories we will be soliciting from you. I have led off tattling on myself. Now it's your turn. Simply stated we will be telling stories about safety failures that we as individuals, or someone we know (no whistle blowing, please) has contributed to. These encounters need to be documented in a manner that leads to a conclusion or "moral of the story" that we all can learn from.

"Preflight Interrupted"

For about fifteen years, I had the good fortune to fly to work every day. It sure beats the freeway. My regular route was from L12 (CA) to SNA. This was a great way to start and end each day and helped to build IFR hours as well.

My tie down was on the east side of the John Wayne Airport at SNA and was just over a tall block wall adjacent to a surface street. Earlier in the day, I had arranged for a local FBO to change the oil in my Skyhawk.

During preflight in the dark, I noted that the landing light was inop. I was pretty sure that the FBO guy had not re-plugged the landing light harness under the cowling after the oil change. So I unfastened the port side of the cowling, reached in and reconnected the leads to the landing light.

Suddenly there was a screeching of brakes and a loud crash coming from the surface street, on the other side of the wall. I ran to a gate nearby and went to see if assistance was needed in the traffic accident. It was not as bad as it sounded, and after a few minutes, I re-entered the airport and resumed my preflight. My ladder was already set up to check the port side fuel tank, so I completed the preflight from there around the aircraft. I then called for clearance and taxied, departed and climbed to altitude. When I leveled off at 5500 MSL, My forward vision on the left side of the aircraft was suddenly obscured. It was a moonless night and very dark. cont.

Continued on pg 3.



THIS IS YOUR NEWSLETTER: LETS HEAR FROM YOU:
SEND YOUR COMMENTS, TIPS AND IDEAS TO:
Lt Col Wally Jaynes, CAP Deputy Director of Safety
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What on earth was happening? Oh, #@*^%! I didn't finish fastening the cowling after the excitement of the traffic accident out on the street. I finished up my preflight from the point of where the ladder was waiting for me to check the fuel tank.

Now here it is time to confess that I am one of the world's worst pilots in the right hand seat. So making the approach and landing from the right hand seat, and at night, was really a bad option. What to do??? As I started my descent from enroute altitude to pattern altitude, something wonderful happened. The cowling settled back down where it belonged, allowing normal forward vision to a nervous but normal landing.

Ok, it took a long time to tell this story, so what is the jewel of wisdom to be learned here? *Always, always start or re-start your preflight from the beginning if you have been interrupted.* That would have saved me a lot of anguish on that dark night. Who knows how tough it could have been if the cowling had not settled back down after a change in pitch and airspeed on that dark night.

So start thinking of the time when you observed or participated in a safety close call that others can learn from. And send it in. Come on, you know you have one.

Wally



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FEEL FREE TO DOODLE OR SOMTHING

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